

**Glastonbury Abbey**



**Advance**

**Newsletter of  
Bath and District Advanced Motorists**

**“Making Bath and District a safer place to drive”**

[www.badam.org](http://www.badam.org)

Registered Charity No 1050592

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<i>[Raffle Tickets are available at Group indoor meetings from Thomas Flynn]</i>			

# Bath and District Group of Advanced Motorists

(Registered Charity No. 1050592)

AUGUST—OCTOBER 2016

**Advance**

Issue 164

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## SEPTEMBER EVENTS

### TROWBRIDGE COUNTRY FAYRE—10TH SEPTEMBER

Please come and join us at the Trowbridge Country Fayre to be held in Trowbridge Park (BA14 8AH) on Saturday 10th September, from 10.00 to 16.00. We shall be on site from about 08.30 setting up and you are welcome to join us at any time to help to pass on the message of the benefits of advanced driving to those attending the Fayre. There are lots of attractions including a boot sale, fair rides, music, dancing and a land train in addition to stalls like ours. We look forward to seeing you there.

### INTER-GROUP QUIZ—13th SEPTEMBER

This year we are hosting the annual Inter-Group Quiz at our September group meeting. This will be taking place at St. John's Church Hall, St. John's Road, Bathwick, Bath, BA2 6PT, on Tuesday 13th September at 19.00 for a 19.30 start. BADAM will be attempting to retain the trophy which we won last year at Bristol. Please come along and join us for what is always an enjoyable evening.

## EDITORIAL

Welcome to the latest edition of *Advance*. Our main news this time is that we have had to change the venue of our Group meetings because of changes at Wessex Water. See page 5 for the full details. The changes were made at very short notice so that we had to hold the June meeting in the small room which is still available at Wessex Water for community meetings. Somehow we managed to squash everybody in and many thanks are due to Lewes Hambrey, our speaker for the evening, for coping with the difficult circumstances. Many thanks are also due to Chairman, Dave Gosling, for having managed to secure the use of St. John's Church Hall for the July meeting in time to announce it at the June meeting so that most people knew where to go.

There are several events coming up in the next couple of months. First, there is the visit to the new Avon Fire & Rescue Station at Hicks Gate on Tuesday, 9<sup>th</sup> August, at 19.15. If you

wish to go on that trip please contact Dave Gosling in advance as numbers, and car registration numbers, have to be notified to the Fire service before the evening. It promises to be an interesting visit.

Details of the September events, the Trowbridge Country Fayre and the Inter-Group Quiz, are given on page 3 and we look forward to seeing you on these occasions. For the quiz there will be an official BADAM team but any others who want to take part in the quiz will be invited to form unofficial teams as well.

You will have noticed the new IAM RoadSmart blue cover to *Advance*. As red is still the official car colour for the IAM we have introduced the red roundel. One advantage of having a coloured front is that we can display the new colour scheme.

*Clare Hogg*  
*Sue Phillips*

**The next edition of *Advance* will be published in November 2016. Please submit motoring-related articles and / or digital photographs to the Temporary Editors (*who reserve the right to edit them*) by Friday 7th October at the latest. Names of authors and their home addresses should be disclosed to the Temporary Editors who will withhold them from publication on request.**

## NEW VENUE FOR GROUP MEETINGS

Because of changes at Wessex Water we are no longer able to hold our Group meetings in the Community room there. Our July meeting was held at St. John's Church Hall, St. John's Road, Bathwick, Bath, and we have arranged for our next few meetings, up until Christmas, to be held at the same venue as it proved to be a suitable hall. The only slight problem is the limited parking at the hall but there is on-street parking available after 19.00 on St. John's Road and Bathwick Road. Our meetings will still be held on the second Tuesday of the month from 19.30 – 21.20 with the option to leave at 21.00, and the room is open from 19.00. The hall is next to the church, and the postcode is BA2 6PT. Please come to see us there and check out the new venue. The next event to be held there, on 13<sup>th</sup> September, will be the Inter-Group Quiz which we are hosting this year – see page 3.

We shall see how this new venue works out over the coming months but if you know of an alternative hall which might be available, and which has more parking, please let one of the committee know and we will investigate.

The committee is going to consider the possibility of meeting on a different evening in the week. When we held our meetings in the Bath Society Meeting Room in the centre of Bath they were held on a Wednesday evening. This had to be changed when we moved to Wessex Water because Wednesdays were not always available, and it is possible that some members who are currently not able to attend meetings on a Tuesday would be able to come on a different evening. If you are in that position and would like to come to meetings, please let us know which evenings would suit you best. Similarly, if you currently come on a Tuesday, please let us know if you would be unable to come on a different evening. We have been having very good attendances at our meetings recently, in the region of 40 each month, and we will not change the evening unless it is beneficial overall. These are **your** meetings so please let us know what you think. The committee will make a decision at the committee meeting at the end of September so please let us know your views by the date of the next group meeting, 13<sup>th</sup> September.

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## GROUP NEWS

**At our April meeting Clive Merchant**, Chief Observer, opened the proceedings in the absence of Dave Gosling.

As the speaker for the evening, Yannis Georgiou, had been unexpectedly detained by Police

business, it was decided to have the Associates' Session first followed by a talk by Andy Poulton.

Clive's talk to the Associates made use of Chris Gilbert's third Ultimate Driving Craft DVD on Observation, Speed and Acceleration – the use of

power under control.

Clive explained that acceleration sense is the ability of the driver to vary the vehicle's speed using the accelerator to meet changing road and traffic conditions – good acceleration sense takes time to master but is essential to ensure a progressive, smooth, safe drive.

The first part of the DVD introduced the natural focal point – the section of the road ahead that drivers can see – the faster we go, the further we look. This is a subconscious act that produces reactionary driving. The DVD advocates using a high focal point; drivers need to make a conscious effort to raise the natural focal point and to look further ahead – to have our eyes on “main beam”. At the end of the section, comments were requested. In response to Associates' comments, Andy Poulton spoke of the importance of observation and driving with care for others and also commented that lanes on a roundabout can be ‘straightened’ if no other traffic is about.

In the second clip, Chris Gilbert demonstrated the use of effective vision scans to reinforce the ‘IPSGA’ driving method. When joining a new road, for example, look to the furthest point you can see first, then scan back, also using cross views and peripheral vision.

The third clip focussed on types of hazards and stressed the importance of looking beyond the natural focal point to see hazards early. He said there were three main types of hazards: other road users, features

of roads, and road surface and weather conditions. It is always important to keep eyes on main beam, to continually look ahead and back again.

The fourth clip covered the ‘timing of appointments’ – judging speed and distance of other vehicles and releasing the accelerator pedal to reduce speed .

We have permission from Chris Gilbert, the copyright owner, to show this DVD at our meetings. We are not allowed to lend, hire or sell our copy of the DVD but, as part of the agreement to allow it to be broadcast at our meetings, we have been asked to publicise it to all members. There are now three of these DVDs and, if you are interested in seeing more, please ask for details of when we shall be showing one again, or of how to purchase one. Our next planned showing is in January 2017.

After the break, Andy Poulton stepped into the breach. His talk covered a variety of subjects, the first being staggered junctions. Junctions from left to right are the most dangerous – with the pull out position in the middle of the road there is a risk of another car going into the rear of the car when it is stationary.

Andy went on to discuss the various types of pedestrian crossings:

1. Toucan – light controlled crossings for pedestrian and cyclists.
2. Puffin – light controlled crossings for pedestrians (cyclists are not allowed to ride across).

3. Zebra – not light controlled.
4. Pelican – pedestrian light controlled, with flashing amber lights following the red light.
5. Cow crossing – red and green lights, no amber (eg between Saltford and Keynsham)
6. Equestrian – light controlled.

Andy reminded us that travelling at 60 mph equates to 90 feet per second. When you release the accelerator, in two seconds you will have travelled 180 feet. So – foot off the accelerator and over to the brake to use if necessary.

**At the May meeting we welcomed Martin Evans**, from Bristol Group, to give us an update on the progress of the Bloodhound SSC (supersonic car) project. The car is still not on the road because there is work to do on the inside but much progress has been made since his first visit four years ago.

The aim is for the Bloodhound to be the first car to reach 1,000mph. It will go faster than a bullet and is powered by a jet engine (from a Typhoon fighter jet) and a rocket with a petrol engine to prime the rocket. Two of the team working on the Bloodhound are current and former world land speed record holders. Richard Noble set the record in 1983 at 633mph and he is the Bloodhound project manager. Andy Green is the current record holder, at 763mph, which he achieved in 1997. Andy is the driver of Bloodhound. These two records were made on the Nevada salt flats but because of a lack of

recent rain, which keeps the surface smooth, the new record attempt will take place in South Africa on a mud flat.

The record of 1,000mph is called the Ultimate land speed record and there are only four rules:

The car must have four wheels or more.

It must be controlled by the driver – steering, power and braking.

There must be two rounds, in opposite directions, within one hour, and the average is taken.

The car must keep on the ground at all times.

There are no safety regulations. This is in stark contrast to Formula 1 racing.

One of the main objects is the inspiration of young people towards STEM subjects (Science, Technology, Engineering and Mathematics) and there is a full time education team. There are activities designed for all ages and 6,000 schools are involved.

One of the schemes is a model rocket car challenge and Martin showed a video from April 2011 of a school reaching 88mph breaking the previous record of 75mph. Later in the evening he showed another video of a school reaching 204mph and subsequent records have been 287.6mph and currently 533mph. It has been suggested that the model car challenge might reach 1,000mph before the main cars.

A model of Bloodhound SSC has been made and shown at various places, such as car shows and



Bloodhound model in Downing Street

No. 10, Downing Street. A video showed how the most aerodynamic shape had to be adapted to make room for the engines, air intake, driver's windscreen etc. but it still has a very sharply pointed front for best aerodynamic effect.

It has three engines: The jet engine will take it to 400 mph, the hybrid rocket engine to 1,000mph and a petrol engine which drives the HTP (High Test Peroxide) pump which provides liquid for the rocket engine.

In October 2012 there was a rocket test at Newquay airport. It was successful but they realised it was not up to the job so a new company is now involved. The petrol engine is now a Jaguar V8, which is made in the UK, but the new rocket is from a Norwegian company, NAMMO, which is involved in space rockets and was keen to be involved.

In April 2014 there was a wheel test in South Africa. The wheels are solid aluminium alloy and they must balance really well. For slowing down after the runs there are air brakes and wheel brakes which are made of two pieces of carbon fibre.

When the Bloodhound is finished it will be transferred to Newquay airport to take it up to 200 mph and then, if satisfactory, it will be taken to South Africa. Once in South Africa it will be possible to keep up to date via the internet. Every run will be shown live and over a period of two or three months there will be 40 – 50 runs.

The Bloodhound team consider that their main competitor is the current Australian land speed record holder who is building the Aussieinvader. That will be purely rocket powered at 200,000 horse power, compared with the Bloodhound's 130,000 hp.

Our Chairman, Dave Gosling, thanked Martin very much for his interesting presentation and presented him with a bottle of wine as a token of our appreciation.

After Martin's talk Alistair Andrews gave the Associates' talk on the subject of how to approach traffic lights. These Associates' talks are of general interest to all members as well as being specifically designed for Associates and are well worth staying for after the main part of the meeting is over.

**Dave Gosling opened the June meeting** by saying that there would be some important news at the end of the meeting.

He then introduced the speaker, Lewes Hambrey, an optometrist at Shepton Mallet.

Lewes remarked that this was his fifth talk to BADAM, under the loose heading of "Driving and Vision". This talk would make use of case studies

that might compromise a patient's ability to drive. He began by stating the legal requirements for Group 1 Licences:

1. Acuity – the ability to read a number plate 20 metres away – a standard of 6/12;

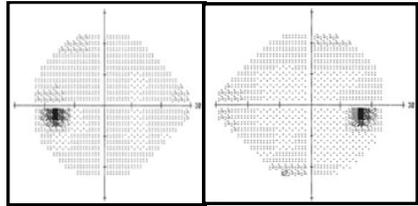
2. Peripheral vision – a field of at least 120 degrees with no blind spots (measured by the flashing light test).

Lewes said that people with Diplopia – double vision – cannot drive. People with Blepharospasm – uncontrolled blinking – cannot drive unless the condition is mild and subject to satisfactory medical reports. People with Monocular vision – vision in only one eye – can drive only if they have successful adaptation to the condition and pass the acuity and field of vision tests.

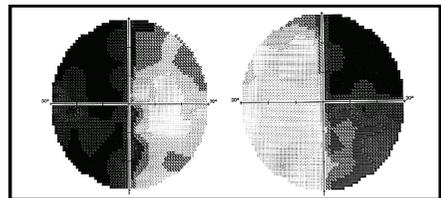
He then went on to introduce the case studies:

1. A patient complained of poor vision while reading, headaches and feeling generally unwell. His distance and near vision were not good and not improved by spectacles, although the visual field was normal. Using his specialised equipment, Lewes found dark areas in both eyes affecting the visual pathway although on opposite sides of each eye. He recognised that this could be a symptom of a pituitary gland tumour and sent the patient for further tests which confirmed this. Pituitary adenomas make up only 10-15% of all primary brain tumours, but 37-96% of these have visual field problems. Usually vision returns to normal after treatment and patients can resume driving. In

this case the patient could continue to drive because the field of vision was affected on opposite sides.



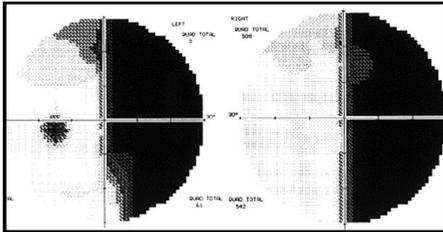
Normal visual field



Visual field affected on opposite sides

2. A patient had suffered, but recovered from, a stroke but had symptoms of blurred vision. Using his equipment, Lewes found that the visual field was affected but on the same side in both eyes. Lewes explained that reduced blood flow to the brain can affect different parts of it. He showed slides to explain the main types of stroke, Ischaemic, Haemorrhagic, TIA, and how each can affect vision (and the ability to drive). Other symptoms resulting from strokes may also affect the ability to drive, for example Agnosia – the failure to recognise common objects; Prosopagnosia – the failure to recognise familiar faces; and Pure Alexia – the inability to recognise the written word (even if the patient has just written it). Visual field loss is

reported in 8-67% of strokes. Vision may improve after treatment. In this case the patient was unable to resume driving as the visual field loss was on the same side of his eyes.



Visual field affected on same side

3. A patient complained of dull vision in his left eye which had occurred suddenly. Examination showed mildly poor distance and near vision and field of vision that did not improve with spectacles. The retina looked normal but Lewes noticed an accumulation of fluid. This is a symptom of Central Retinal Vein Occlusion, a Retinal stroke. There is a sudden accumulation of blood followed by an 'explosion' in the retina. The blood will eventually be absorbed back into the body but there can be other complications. The occlusion can lead to conditions such as Macula Oedema or Retinal Ischaemia. This latter condition means there is a lack of oxygen in the retinal tissue which may result in cell death and loss of sight.

Lewes talked about Neovascularisation – where the body tries to overcome the ischaemia by growing new blood vessels – but new blood vessels are

not wanted in the eyes so treatment is needed to prevent this happening. New blood vessels in the eye are often small and fragile and can leak into contracting tissues, leading to a vitreous haemorrhage. Also new blood vessels can grow in the iris, and pressure builds up leading to Secondary Glaucoma (which causes visual field defects).

In this case Lewes diagnosed Central Retinal Vein Occlusion and the patient's blood pressure and cholesterol levels were checked. These were initially normal, but pressure in the eye went up over three weeks. The patient was referred to hospital and treated with drops and medication. The patient also had laser surgery but the pressure still rose. The patient's vision was at the accepted standard of 6/12 and although his visual field was poor on the left side, he can still drive because monocular and peripheral vision were satisfactory.

Dave thanked Lewes for his interesting talk, presented him with a token of thanks and asked him to return next year.

Dave then explained that, at rather short notice, Wessex Water was rearranging its offices and could no longer offer BADAM a room large enough to hold the Group meetings. Arrangements had been made for the next meeting to be held at St. John's Church Hall, Bathwick, and the committee were looking into alternative venues. See page 5 for news on the venue for future meetings.

## *We Welcome New Associates*

<b>Colin Aitken</b>	[Observer: Roland Hindmarsh]
<b>Martin Bright</b>	[Observer: Lindsay Flower]
<b>Danielle Highley</b>	[Observer: Ian Lassman ]
<b>Andy Lee</b>	[Observer: Ian Lassman]
<b>Sally McGuire</b>	[Observer: Lindsay Flower]
<b>Nicki Mors</b>	[Observer: Ian Lassman]
<b>John Rutter</b>	[Observer: David Moreman]

## **We Also Congratulate**

### *IAM Test Pass*

<b>Natalya Bull</b>	observed by Val Czerny
<b>Richard Dzien</b>	observed by David Moreman
<b>David Rudge**</b>	observed by Pat Hemmens
<b>Alan Young*</b>	observed by Clive Merchant

[\*B&NES-sponsored candidate]

[\*\*F1RST pass]

### *IAM Local Observer*

**Thomas Flynn**

### *IAM Masters Pass*

**David Moreman**

**Edward Ruskin**

Both mentored by Alistair Andrews

# CHIEF OBSERVER'S NOTEPAD

## FROM RED TO BLUE

Hello everyone. As most of you should be aware the new **RoadSmart** books are now starting to be used for our Associate training.

All our Observers will by now have had their training on the new presentation of the 'Advanced Driving Course'.

A modified version of *How To Be A Better Driver* will be used alongside the new Associate training books.

I think the new books have a much better layout. The Associates' logbook and the Observers' and Examiners' handbooks are pretty much the same. The Observers' handbook contains hints and tips for the Observer on how to put across relevant points related to competencies contained within the course. The Examiners' handbook contains guidance notes on conducting the test.

There are also some hand-outs and knowledge reviews for the Associate to complete.

The course material contains information on pre-drive checks, cockpit drills, running brake checks and in car technology amongst other things.

One of the changes is the main test sheet; the marking guide has been reduced from five levels to three:

- Commended
- Satisfactory
- Requires development

The layout of the logbook is easier to read and diagrams more easily understood.

The contents page shows seven competencies plus an introduction to IPSGA.

There is also a section on commentary driving / spoken thought.

Competency 1 explains human factors (lifestyle influences and other factors that need to be considered in preparation for advanced driving). This is the only competency not framed by IPSGA.

In each competency there is a check list to be ticked as each one is achieved.

In the appendix in the back subjects such as car technology, communications (navigation), mobile phones, driving at night, emergency vehicles, inclement weather etc. are covered.

There are also sections on pre-drive checks, the thinking driver and what to expect on test.

Associates will be given a copy when they sign up.

If you have already passed your test and would like to have look at the new Associates' logbook, please come to see me at a group meeting. I will be able to lend you a copy until the next meeting.

Safe driving.

Clive Merchant

## BATH FESTIVAL OF MOTORING – Saturday/Sunday 18<sup>th</sup>/19<sup>th</sup> June

BADAM once again took part in the annual Bath Festival of Motoring held this year on 18<sup>th</sup>-19<sup>th</sup> June at Walcot RFC, Lansdown. Our stand was manned



Ray, Don and Clive in the gazebo

by Clive Merchant, Don Escott and Ray Robbetts on both days, together with a very enthusiastic Tom Flynn on the Sunday. Other members who gave support at various times were Dave Gosling, Robin Harris, Ed Ruskin, James Sherry, Dave Moreman and Ruth Reeve.

The Saturday was fairly quiet in terms

of visiting members of the public and this was reflected in the number of enquiries at the stand. However, Sunday produced large crowds and this was matched by a much greater interest in what we had to offer and many of the visitors spoke to us at length about the benefits that becoming an advanced driver would bring. Between 40-50 people visited the stand and took details of the new course away with them. Hopefully, some of these will be converted into new associates over the next few weeks.

The position of the stand was near the edge of the site, so with more central placing in the future the interest may be even higher. The Festival is a great place to visit for anyone with a passion for motoring and it would have been good to see more of our members coming to have a look, joining in and passing on their experiences of advanced driving.

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## RECENT AWARDS CEREMONIES



Andy Poulton presented David Moreman with his Masters certificate at the May meeting with Dave Gosling looking on.

In April Paul Watts was presented with his test certificate by Andy Poulton in the presence of his Observer, Pat Hemmens.





In May Dave Gosling presented Thomas Flynn with his Local Observer's certificate.

David Rudge received his test certificate from Dave Gosling at the June meeting.



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## IAM PRESS RELEASES

Driving through busy urban roads needn't be stressful. Forward planning is key – if you know of any roadworks taking place, it of course makes sense to avoid driving through them. And if you're travelling through an unfamiliar city use Google maps or street view to get a sense of your journey beforehand.

Be on the alert for any motorists driving and riding erratically – they may be unfamiliar with the area and change lanes unexpectedly. Slow down and keep a safe distance to avoid any accidents.

Look out for lanes that are closed to cars, such as cycle lanes, one-way streets and bus lanes. Make sure

you're aware of when bus lanes operate too – you don't want to end up paying a heavy fine.

If you get caught up in traffic double check to see you're not blocking any junctions or pedestrian crossings. In city centres yellow box junctions are monitored by cameras and will often result in a fine if used incorrectly.

As always, check your mirrors, signal in advance and keep an eye out for vulnerable road users including pedestrians and cyclists at all times.

If you've accidentally missed a turning or an exit, don't panic. Continue with your journey until you find somewhere suitable where you can turn back on yourself.

# **Forthcoming BADAM Events – 2016**

## **NOTE NEW VENUE FOR FUTURE MEETINGS**

*[All indoor evening events will take place at St. John's Church Hall, St. John's Road, Bathwick, Bath, BA2 6PT, commencing at 19.30, doors open at 19.00.]*

**Updates on all future events will be posted on the BADAM website.**

**Tuesday, 9th August.** A visit is planned to the new Avon Fire & Rescue Station at Hicks Gate. We will meet at the fire station at 7.15pm for a conducted tour of the station. See the Editorial on page 4 for more details.

**Tuesday, 13th September.** BADAM will be hosting the Inter-Group Quiz this year and hoping to retain the trophy which we won last year. See page 3 for more details.

*Please note there will be no separate Associates' Session on this occasion.*

**Tuesday, 11th October.** The Associates' Session will follow a presentation from Yannis Georgiou, Chief Inspector, Tri Force Specialist Operations, dealing with risk and threat on the roads from both a crime angle and a collisions angle. This is the talk which was postponed from April.

**Tuesday, 8th November.** The Associates' Session will follow a talk by a new member of BADAM, Charles Thomas-Cronin, who is a solicitor working in police stations and criminal courts and who takes a keen interest in road traffic offences. He will be speaking on "The law surrounding the Highway Code".

**Tuesday, 13th December.** Christmas evening – buffet and quiz. Further details will be announced in issue 165 of *Advance*, due in November, and on the website.

*Please note there will be no separate Associates' Session on this occasion.*

**Tuesday, 10th January.** The Associates' Session will follow a viewing of part of one of Chris Gilbert's Ultimate Driving Craft DVDs on Commentary driving. Some of this was filmed in our local area.

**Tuesday, 14th February.** The Associates' Session will follow a talk by Examiner Andy Poulton on a topic related to Advanced Driving.

**Tuesday, 14th March.** Group Annual General Meeting. Full details will be in the February 2017 edition of *Advance*, issue 166, and on the website.

***It is a requirement of their training programme that, whenever an 'Associates' Session' is scheduled (see above), all our Associates, together with their Observers, should attend each of these essential and informative sessions.***

### **PLEASE NOTE**

The views expressed in this Newsletter are those of the authors and are not necessarily shared by the Committee of the Bath & District Group of Advanced Motorists, nor by the Institute of Advanced Motorists.

Due acknowledgement is made whenever material is taken from other sources.

BADAM keeps names and addresses of members on computer to assist in Group administration. This information will not be passed outside the IAM.

BADAM may from time to time publish photographs taken at group events in *Advance* and on the website or display them at publicity events.

If you have any concerns or wish to opt out of having your photograph taken or published by BADAM, please write to the Secretary (details on page 2) and request an acknowledgement in writing.